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SPORT

HERE IS WHAT THE MORSE
SAID ON EVE OF OPENING

New York—Unanimous claims on team improvement and, except in one instance, a careful avoidance of pennant predictions, were found in pre-season statements of major league managers gathered by the United Press.

Gabby Street, scrappy manager of the world champion St. Louis Cardinals, predicted that his club would again win the National league pennant. Connie Mack, leader of the Philadelphia Athletics, who won the American league race last year, ledged his predictions with an "if" or two.

For the first time in the memory of baseball men not even one manager came out with the time honored "My Club may not win the pennant, but if it does not the other clubs will know they have been in a fight."

Here's what they said:

American League
Philadelphia, Connie Mack—"The success of the Athletics will depend upon mental conditions as much as upon pitching and catching. If championship prosperity doesn't overtake the players, I think we should repeat."

New York, Joe McCarthy—"I'm confident we'll improve. I look for a close race. We're stronger and I can't see where the A's are any weaker."

Washington, Walter Johnson—"We'll be able to hold our own."

Cleveland, Roger Peckinpaugh—"We're a better team. We'll finish at least third."

St. Louis, Bill Killifer—"We may surprise some of the experts."

Boston, Shano Collins—"I believe the club will be better. Player spirit has improved."

Detroit, Bucky Harris—"I feel our ability will improve. This may be the year of a big upset."

Chicago, Lew Fonseca—"I'm fortunate that the team can't finish any lower than last year. We're improved."

National League

St. Louis, Gabby Street—"I'm standing pat on the Cards to win again. Chick Haley is no longer with us, but although he is one of the game's greatest outfielders I believe we have another. Puppet Martin in Jimmie Collins."

New York, John McGraw—"We have a great club and, barring accidents, we have a great chance to take the pennant."

Chicago, Rogers Hornsby—"It's going to be a close race. Chicago has an experimental team. Hermon and Hack will be two of the year's best rookies."

Brooklyn, Max Carey—"We are well improved. We have much better hitting possibilities. If we get nothing that old question mark, we'll advance."

Pittsburgh, George Gibson—"We expect to finish better than fifth. Philadelphia, Rust Rhoades—"Our pennant chances are good. We'll be in the race all the way."

Boston, Bill McKee—"I have confident expectations of improvement."

Cincinnati, Dan Howley—"With the Hays deal complete, I now regard the Reds as a definite pennant possibility."

DUCHESS OF YORK

In the American Haring Manual for 1931, issued by the Daily Racing Form Publishing Co. of Chicago appears the name of Duchess of York, listed with the leading money winners of the year for their respective ages.

Heading the list for eight year old or older horses, Duchess of York was the largest money winner for the year of all horses of her age, racing over the recognized tracks of the United States Canada, Mexico and Cuba. Her total earnings amounted to \$8,552.00, and her record consisted of nine wins, eleven seconds, seven thirds and three fourths, out of 44 starts.

Since making her racing debut on western Canada tracks in 1925 she has won approximately \$2,000 in purses, and during that time has proven herself one of the fastest and most popular race horses, not only in the west but also in eastern Canada and the United States.

"The Duchess," as she is most generally called, was bred in Alberta by Charles Yeandle of Edmonton. Her sire was Yorkshire Lad (imp.) whose get have played a most important part in Canadian racing, and her dam is Lady Kil-

HEARD ON THE STREET

Motorist: Is it very far to the next town?
Illino Bill: Well it seems further if it is, but it isn't.
Loraine: I think I should like to marry an engineer.
Alice: Would you? A civil engineer?
Loraine: Oh, it wouldn't matter much. I'd soon make him civil.

I say, old chap, what's the difference between 'abstract' and 'concrete'?"
"Well, when my daughter promises to make a cake, that's abstract; when she makes one it's concrete."

A little boy had taken his mother's powder puff and was in the act of powdering his face when his small sister, aged 3, snatched it from him. "You mustn't do that," she exclaimed. "Only ladies use powder. Gentlemen wash their faces."

HERE IT IS
The New 1932 Firestone HIGH SPEED TIRE
It's hard to believe Firestone Tires could be better. But here's more good news for you. The New 1932 Firestone High Speed Tire has two extra cord plies under the tread, giving extra comfort and freedom from blowouts and punctures. More rubber between the Gun-dipped plies, 25% more non-skid life... 40% more wear—all this at no extra cost and the tire fully guaranteed.

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—PURE SPARKLING WATER from the glaciers of the Rockies
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CHOICE HOPS from British Columbia, combine to make these beverages—
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LINKED IN NATIONAL AND INTERNATIONAL TRADE

The Winnipeg Free Press dis-
cusses the matter of unemploy-
ment and says: "The develop-
ments now in progress in connec-
tion with unemployment relief in-
dicate clearly the position into
which Winnipeg and Western Can-
ada generally are being pushed. In
what is taking place around un-
employment itself is not the first
of the most important, and this
can readily be seen by looking
back at the conditions of a few
years ago.

Prior to 1929, there had been no
several winters quite considerable
numbers of unemployed people in
Winnipeg, and large sums had
been spent by the city on their re-
lief. The Provincial Government
made occasional contributions to
the city in aid of unemployment,
and the Dominion did so too, al-
though Federal relief was discon-
tinued after 1926, to the accompan-
iment of considerable criticism
from the Winnipeg City Council.
During the years prior to 1927,
however, while there was perpe-
tually and discontent in the City
Council at the cost of unemploy-
ment relief, there was no alarm.
The life of the city and of the
country went on vigorously, and
unemployment was merely so-
ething for the aldermen to worry
about; the public gave it little
attention.

The reason for the public indif-
ference was quite simple, and be-
comes very plain when we make
a series of contrasts between the
year 1929 and the present. First
we reconstruct, in these con-
trasts, the circumstances which
kept unemployment within toler-

able control prior to 1929, and
which are making it an intolerable
menace now.

On April 18, 1929, May wheat
closed on the Winnipeg Grain Ex-
change at \$1.24, and at this figure
Canadian wheat was selling free-
ly for export. On April 18, 1932,
May wheat closed at 62 cents a
bushel, on a narrow export trans-
action.

Whereas prior to 1929 we were
selling wheat freely at high prices,
today we have restricted sales at
a low price. And whereas with
heavy sales of high-priced grain
we could accept the existence of
unemployment with reasonable
indifference in 1929, the steep
fall in wheat prices has trans-
formed unemployment into a
strangling burden in 1932.

We take wheat first because it
is the West's greatest economic
interest; the other contrasts are
equally striking.

Let us take four arbitrary ex-
amples, which were freely
freely bought and sold throughout
Western Canada in 1929, and of-
serve their position now. We
take two common stocks and two
preferred, calling them respec-
tively A, B, C and D. We will take
the common first.

On April 18, 1929, common stock
A was trading freely at 48 1/2
share; on April 18, 1932, it was
practically motionless at 8 1/2
Common stock B, on the other
date in 1929, was listed at \$72,
and today it is lying dead on the
stock market at 42.

Stock C is a preferred share,
carrying a six per cent dividend,
which was selling in 1929 at above
100. Today its dividends have
been defaulted, and it lies on the
list at about \$30.

The fourth stock, D, is an unis-
preferred, it sold in 1929 for
\$100 and paid six per cent. It has
also defaulted its dividends and
is now unsaleable.

These examples could be in-
finitely multiplied, and they are
given here for the bearing they
have on the unemployment problem.
Very little consideration should
make it quite clear that it is the
collapse in values and prices—
which these examples embody—
that is the problem, and not unem-
ployment as such at all. We car-
ried a very large unemployment
expenditure prior to 1929 and
hardly thought about it when
wheat and business were strong.
But we cannot carry it now. A
continuation of the shrinkage
which has been in process since
1929, and which is still in process
will presently make the question
of unemployment relief a second-
ary to the problem of maintain-
ing the existence of the general
community. What is needed is
some recognition of this trend,
which becomes more naked every
week, and some gathering to-
gether of the community's mental
resources to devise a policy that
will deflect the thrust which is be-
ing made at our economic vitals.

The increasing alarm at the un-
employment problem, consequently,
is only an indication of the com-
munity's precarious condition.
Linked up as we are in the national
and international networks of
trade and exchange, and deeply
saturated with the belief that our
economic position is governed by
forces beyond our control, and, in-
deed beyond our knowledge, we
have accepted with a sort of fatal-
ism the disastrous conditions into
which we have been moving. For
three years, as problems some-
body else would have to solve,
and not ourselves. We have been
waiting for bottoms to be reached
and corners to be turned by
somebody else—with resultant
beneficial effects for us. But it
has not happened; and the big
question a city like Winnipeg im-
mediately faces, and which wheat
country like Western Canada
has to face now, is where we
may all be before this hypothetical
force or influence—whatever
may represent and wherever
may be—makes the change we
are going to require our true
financial position, in the position
where we will be able again to
carry the load of unemployment
we did prior to 1929, without bot-
tering very much about it.

Through the pressure of unem-
ployment the local character of
our economic danger is brought
home to us in Winnipeg. Under
the policies which have been ap-
plied to this country's trade, a

process of national disintegration
has commenced, and it is there-
fore, in the unemployment itself
that it is showing itself.
When strains become too great,
cohesion is lost, and each com-
munity is forced into new con-
ditions which it must carry out
with such resources as it can man-
age.

This is where Winnipeg has now
arrived with its unemployment
problem. The unemployed will
have to find—with such aid as
they are given—their own solu-
tion, and the community as a
body, will have to do as much
itself, and find new economic
conditions on which it can survive,
those on which it has been resting
are moving out from under it.

So Why Worry?

Either you are successful or
you are not successful.

If you are successful there is
nothing to worry about.

If you are not successful there
are only two things to worry
about.

Your health is either good or
you are sick. If your health is
good there is nothing to worry
about.

If you are sick there are only
two things to worry about.
You are either going to get bet-
ter or you are going to die.

If you are going to get bet-
ter there is nothing to worry about.
If you are going to die there are
only two things to worry about.

Nothing to worry about.

If you are going to heaven there
is nothing to worry about.
If you are going to hell there are
only two things to worry about.

Nothing to worry about.

If you are going to live in the
other place, you will be so busy shaking
hands with your old friends that
you won't have time to worry—
SO WHY WORRY?

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LOOK AT THE LABEL!

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Carpenter
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See the air Goodyear Tires of
various sizes, types and
ply-thicknesses on display
here. Then estimate the
number of cords in each of
these tires, find a total, and
divide by six to obtain the
average. You may examine
each section of tire cord
fabric also on display. Sub-
mit your estimate on the
standard entry blank which
is free. No other require-
ment. You don't have to buy
anything.

Closing date: June 5th,
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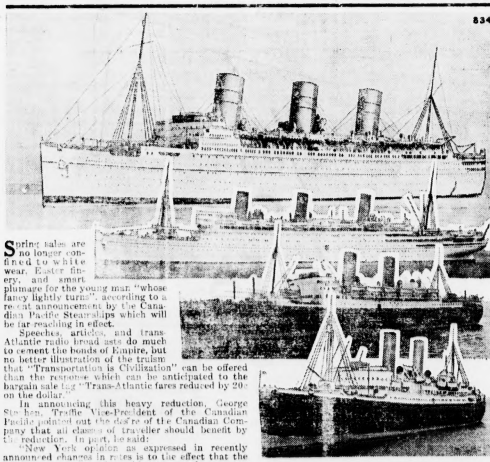
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THE STANDARD

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Surfing sails are
no longer con-
fined to white
wear. Easter fin-
ery, and even
fancy for the young man, "whose
fancy lightly turns," according to a
recent announcement by the Cana-
dian Pacific Steamships which will
be far reaching in effect.

Speeches, articles, and trans-
Atlantic radio broadcast do much
to cement the bonds of Empire, but
no better illustration of the truth
that "Transportation is Civilization" can
be offered than the response which can
be anticipated to the bargain sale for
the dollar.

In announcing this heavy reduction, George
Stebbins, Traffic Vice-President of the Canadian
Pacific, pointed out the desire of the Canadian
Company that all claims of traveler should benefit by
the reduction, in part, he said:

"New York opinion as expressed in recently
announced changes in rates is to the effect that the
higher classes of travelers could get most advantage to
the detriment of the large volume of passengers who
cannot afford under present conditions to pay the
higher grade of fares and who desire to take advantage
of the popular rate. To this end, appointments
and service at all Canadian modern ships.

The company's new reductions in rates to cover
all classes of passengers which are announced today
by the Canadian Pacific Steamships indicate an inter-
pretation of the current situation which will be
appreciated."

This movement was amplified by the statement
that for as small a sum as \$60, passage to or from
Europe can be obtained on Canadian Pacific ships,
with a round trip for only \$106.

Other specimen reductions are, Empress of Britain,
first class, minimum \$250 to \$200.
Duchess, Cabin minimum \$160 to \$128.
Montclair, Montclair, Montreal minimum
\$140 to \$112.

Round trip Tourist rates show a drop on the
Empress of Britain from \$216 to \$172. On the Empress
of Australia and the Duchesses from \$194 to \$153.50
on the Montclair class ships from \$185 to \$145, while in
the Third Class the Empress of Britain Round Trip
rate drops from \$145 to \$110, the Empress of Australia
and the Duchesses from \$140 to \$112, and the Mont-
clair class ships from \$136 to \$108.

